elector in a constituency has also to be covered by the scheme. As per the current electoral roll with qualifying date as 1/1/2001, there are li,16,030 electors who have not been issued voters' identity cards. Their district-wise break up is also given in the aforesaid Statement. On a national basis, it would cost approximately rupees 2 crores to generate and distribute these identity cards.

Statement

The District-wise number of residual electors yet to be issued EPIC

Name of the District	Total No. of voters provided with EPIC	Res jdual Electors to be provided with EPIC (rolls with qualifying date 1/1/2001
1. Kinnaur (ST)	33428	16017
2. Shimla	327348	150298
3. Solan	187215	88558
4. Sirmour	185829	72505
5. Bilaspur	157578	65745
6. Hamirpur	183571	92057
7. Una	197670	96502
8. Kangra	604616	240649
9. Chamba	194467	71444
10. Lauhal & Spiti (ST)	14809	6498
11. Kullu	159526	65767
12. Mandi	411337	149990
TOTAL:	26,57,394	11,16,030

Corporatization of Ports

1619. MISS MABEL REBELLO: Will the Minister of SHIPPING be pleased to state:

(a) whether Government are planning to corporatize the ports of India;

(b) if so, the ports, which are to be corporatized this year;

(c) the advantages corporatized ports will have by way of finances and other commercial activities; and

(d) the details therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) A decision has been taken

to corporatize the Major Ports in a phased manner starting with the new Port at Ennore and followed by Jawaharlal Nehru and Haldia Ports. Ennore Port has been set up as a corporate entity and dedicated to the nation on 1 st February, 2001.

(b) No time frame has been fixed for the completion of the process.

(c) and (d) Corporatisation of Major Ports involves converting them into companies which will have the independence of authority and decision making. It aims at granting operational freedom and flexibility to management in taking commercial and investment decisions. The Government control in these companies is proposes to be kept at necessary minimum level.

Monopoly of MNC on Indian Ports

1620. MISS MABEL REBELLO: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that M/s. Piando Australia is awarded private jetties atT.N.RT. (Mumbai) on the West Coast and Chennai on the East Coast;

(b) whether Government anticipate monopoly of this MNC at Indian ports;

(c) the anticipated revenue that these two ports will get from M/s. Piando Australia annually;

(d) for how many years the contract has been given; and

(e) the reasons for giving the contract to the same MNC?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) Yes, Sir.

(b) No, Sir.

(c) The anticipated revenue in respect of JNPT would be Rs. 336.60 crores after 30 years from the date of license whereas at Chennai the operator will share 37% of revenue with Chennai Port Trust as royalty.

(d) The contract, as per guidelines, is awarded for a period of 30 years under Build, Operate and Transfer (BOT) basis.

(e) The existing guidelines for Private Participation do not bar any operator from bagging more than one work after following transparent procedure. The P & O is the successful bidder for the container terminals at Chennai and Jawaharlal Nehru Port Trust.